

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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Operations

1. In late 1953 the Tsinan-Tsingtao line was not operated to full capacity. On the Tientsin-Pukow line, only the section from Pangfou to Pukow was operated at full capacity. This was because the coal mines at Pangfou put an extra burden on the line. No effort was being made to reduce the freight, nor was there any plan to double-track this line. It was planned, however, to open a port on the Yangtze River at Yuchi 'kou (N 31-27, E 118-16), near Wuhu, to divert some of the coal traffic to the river.¹
2. After June 1951 the speed of train movement over bridges was not a limiting factor. At this date two bridge-rating teams, one for each line, were organized, and they tested all of the bridges on both lines for the E-50 standard. All curves on both lines met the normal requirement of 500-meter radius except that at Poshan, where the curves had a radius of only 300 meters. All electrical control facilities had been restored to pre-war standards. There were no places on either line where it was necessary for two locomotives to be used to pull a train. Locomotives from Tsingtao to Tsinan were not changed during a trip, but the locomotive was changed in Tsinan for a further trip north or south.
3. Stations were divided into types, two of which were, first, regular stations with sidings; and second, shunting yards for making up trains, which had special yard engines for this purpose. Locomotives were classified

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into those for long and for short hauls. There were no complaints from railway personnel about conditions or about shortages of equipment, but there were complaints of shortages of men. Added to complaints of the lack of technically skilled workers was the one that quite often people who were needed for service were busy attending training meetings and so were unable to do their work.

4. Freight cars were usually fully loaded, and through freight cars were always fully loaded. An example of through freight cars was the shipment without changing cars of coal from Poshan coal mines to Shanghai. Weighing scales that went out of order were not repaired or replaced by the Communists, who did not feel that scales were necessary because loading crews had to keep such an accurate record of what was loaded that there was little chance of overloading. During the latter half of 1951 the Communists put on the "over-capacity drive" (Ch'ao chu yün tung, 6389/6519/6663/0520), which called for an increase in cars to be pulled by a locomotive and did not mean that individual cars were overloaded. In the case of heavy freight, the cars were loaded to tonnage capacity; with bulky freight, they were loaded according to the loading gauge limitations. Oil tank cars, which were all old Socony and Texas Company cars, normally were 30-ton cars. The "over-capacity drive" was initiated by LI Yung (2621/3057), a worker hero and a locomotive driver in Manchuria. The drive began in 1950 in Manchuria. The drive reached its highest peak in early 1952 and was stopped in 1953 because it did great damage to the locomotives. By 1953 the propaganda about it had subsided.
5. Loading and unloading time for freight cars was allotted according to the type of freight. A fine for delay in loading or unloading was levied on either the labor union or the shipper. These fines were paid to the railway office. Two types of open freight cars were coal cars and grain and cotton cars. The grain and cotton cars were covered with oil canvas. Enclosed freight cars were locked. The outside of freight cars bore marks in chalk giving names of shippers, destinations, and contents. The contents were not listed if the car was carrying more than one type of freight. The net tonnage, cargo tonnage, was printed on each car. The cars were 30- or 40-ton cars except for the rarely used old German cars, which were 15- or 20-ton ones. Through freight trains for long-distance hauls were used quite frequently for moving coal, grain, and cotton. These through trains made no stops except for siding to let other trains pass and for watering and coaling. On the Huai-Nan Line a high percentage of freight trains carried coal. This was also true of the Poshan to Tsingtao line because coal was required by the factories in Ts'angk'ou (N 36-12, E 120-24). Through freight trains traveled at a slower average speed than passenger trains. Passenger trains traveled at about 50 kilometers per hour.
6. Shippers were required to submit their shipping programs in advance, and priority was given to those who had submitted their plans. Top priority, of course, went to military shipments. Urgent shipments to meet emergencies had priority over planned shipments. They had to be approved, however, by the Committee of Finance and Economics, which had branches in various localities for this purpose. In 1952 various railway lines began offering special rates to government agencies in order to boost their operation figures for the various drives. When this practice was discovered, the Ministry of Railways, attacked it as causing a loss to the state and it was stopped.
7. Efficiency has increased in the operation of railways. The increase in efficiency was due entirely to improvement in organization and management,

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particularly in loading and unloading freight cars. This operation was union-directed, and each worker won a reward if he did an exceptionally good job. In Ts'angk'ou one worker earned more than the manager because he was paid by the piece. As part of the economy drive, boilermen were rewarded for saving coal.

8. Climate did not have much effect on the operation of railways in this part of China. Seasonal factors, such as shipment of grain, were overcome by planned shipment. Planning was made easier because most of the large enterprises were under government control.
9. There were water towers and coaling stations at 40 to 50 kilometer intervals along both the Tsinan-Tsingtao and the Tientsin-Pukow lines. Two-thirds of the water and coal in a locomotive were consumed between two water towers and coaling stations. A full load of water was from 20 to 30 tons, and one-half a ton was consumed per kilometer. Coal consumption was somewhat less than a ton per kilometer.² Stockpile points for coal and water on the Tsinan-Tsingtao line were at Tsingtao, Chiao-chou (N 36-17, E 120-02), Kaomi (N 36-24, E 119-46), Tsoshan (N 36-35, E 119-24), Fangtzu (N 36-37, E 119-11), Ch'ingchou (N 36-43, E 118-28), Changtien (N 36-51, E 118-04), P'uchi (N 36-44, E 117-38), and Tsinan. The stockpile of coal at Tsinan was enough for one month, and the one at Tsingtao was even larger because there was only one source of coal going to Tsingtao. Changtien also had a large stockpile of coal because it was the transshipping center for coal from Poshan. During the Kuomintang-Communist war, the stockpile of coal at Tsinan was enough for half a year, although only sections of the line were in operation. The important stockpile points for coal and water on the Tientsin-Pukow line were Tientsin, Tsanghsien (N 38-19, E 116-52), Tehsien (N 37-27, E 116-17), Yucheng (N 36-57, E 116-38), Tsinan, Changhsia (N 36-29, E 116-54), T'ai'an (N 36-14, E 117-09), Yenchou (N 35-36, E 116-54), Linch'eng (N 34-52, E 117-20), Hsichou (N 34-18, E 117-16), Kuchan (N 33-20, E 117-22), Pangfou, Mingkuang (N 32-47, E 118-01), Puchen (N 32-08, E 118-44), and Pukow. The coal and water stockpile points on the Huai-Nan line were at Chulungkang (N 32-07, E 117-14), Hofei (N 31-27, E 118-16), Shuichiahu (3055/1367/3275), and Yuchikou (N 31-27, E 118-16). The important stockpile points on the Lung-hai line, from Chengchou (N 34-45, E 113-40 to Lienyunkang (N 34-43, E 119-22), were Shangchiu (N 34-30, E 115-42) and Lienyunkang.

Traffic

10. In late 1953, twelve passenger trains were leaving Tsinan station in all directions each day. The number of freight trains leaving per day was larger than the number of passenger trains, but it varied from day to day. The frequency of trains had not increased much, but the number of cars in each train had increased since pre-war days. In pre-war days the maximum length of a train was 700 to 800 meters. In 1953 the maximum length of a train was one kilometer. The Pacific type locomotive was used for passenger trains and the Mikado for freight trains.
11. Average time required to put a train on a siding and let another train pass was 40 minutes. This figure was calculated by a survey group in 1951 in preparing to build new sidings to eliminate bottlenecks, but none of the work suggested by the survey had been done by December 1953.
12. Planning of cargo shipments was so complete that there were never any rush shipments. When an unusual amount of cargo was to be shipped, such as grain during harvest time, it was stored until shipping space was available, and no change in schedule was made to accommodate it. Each plant or mine made a yearly plan, broken down into monthly plans, showing its requirements for rail shipments, and presented these requirements to

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the appropriate railway line, which then assigned the equipment that would be needed. The plant or mine was required to notify the railway 10 days in advance of any reduction or increase in its monthly needs. If it failed to do so, it would be fined, because any unannounced reduction in its shipment requirements would result in keeping equipment from being used by other producers.

13. On the Tsinan-Tsingtao and Tientsin-Pukow lines, coal was moved from the Poshan area; cotton and grain produced in Shantung were sent either to Shanghai or north. Movements from the north were primarily of items from Manchuria; rails and other industrial equipment came from the Soviet Union. Movements from the south were of rice and foods, sundry goods, and fruits. For the shipment of petroleum, the Chinese Communists used Standard Oil and Texaco companies' tank cars. No special facilities were in use for the preservation of perishables; with lack of refrigeration, the shipper normally sent someone with the cargo to protect it. The railways were not responsible for the condition of the cargo, since the shippers were required to crate it properly. Shipments of freight were not normally rerouted unless there was some obstruction on the line such as floods. The limited number of parallel lines in China resulted in few places where rerouting would be possible. Cargoes frequently went to the wrong destination. According to propaganda meant for the consumption of the railway workers, this was particularly true of cargoes sent by government agencies because government employees were inexperienced.
14. No improvements had been made in the mechanization of loading cargoes. The increase in the speed of loading was a result of team work on the part of the crews, which had been brought about by the union's emulation drives. The improvement, therefore, was in the efficient use of human power.
15. The Chinese Communists were very interested in graphs. Each railway administration had a statistical bureau, and one employee in each office was wholly employed in compiling statistics to be used in drives. Graphs made as a result of these statistics were displayed to the railway employees to encourage them to compete with other rail lines.
16. Checks were not made on passengers while on a train. On sleeping cars, the conductor took the passenger's ticket when he boarded the train and returned it when the passenger left. There were many more European style sleeping cars on trains in 1953 than there had been in pre-war days. On day coaches, passengers retained their tickets since they were only on the train for a short trip.

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Comments.

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2. These figures were known to the source because the Civil Engineering Bureau had to build water and coal facilities according to these requirements.

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